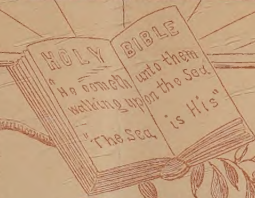


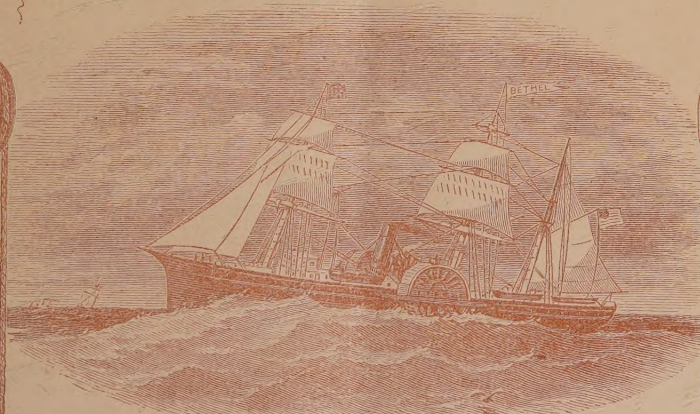
George Moore Chapman

WHOLE No.
494.

VOL. XLII.
No. 10.



THE
SAILORS' MAGAZINE
— and —
SEAMEN'S FRIEND



OCTOBER, 1869.

Published by the American Seamen's Friend Society,
80 WALL STREET, NEW YORK.



HARLEY & CO.

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LIFE-BOAT.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labor of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, the progress and the wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to mariners memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year invariably in advance. To any one who will send us \$5 for five subscribers, a sixth copy will be sent gratis. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.* POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year.*

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and for gratuitous distribution among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$15, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money, *but always in a REGISTERED letter.* The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. *All* Postmasters are obliged to register letters whenever requested to do so.

THE SAILORS' AND SEAMEN'S FRIEND. MAGAZINE



Vol. 41.

OCTOBER, 1869.

No. 10.

THE LATE CAPT. JAMES HUNNEWELL.

The death of this well-known merchant of Charlestown, Mass., occurred on the 2nd of May. On the 9th of the same month, the Rev. James B. Miles, Pastor of the First Parish Church of Charlestown, preached a memorial discourse, commemorative of the deceased. A small edition of this discourse was printed for private circulation, by his son, James F. Hunnewell, Esq.

In reading this discourse, we have met with many paragraphs, which we think will be interesting to our readers.

Captain Hunnewell's career, as a seaman, a merchant and an especial friend of the Sandwich Islands Mission, entitle his memory to sincere respect. His life is worthy of the thoughtful study of all young sailors, while his mercantile career merits the consideration of every youthful business man, about to embark on the troubled waters of commercial enterprise.

As the consistent and liberal friend of Foreign Missions, Captain Hunnewell set an example that was eminently praiseworthy. His three voyages to the Pacific and the Sandwich Islands,—*the first time*, prior to the advent of the American Mission, *the second time*, as an officer on board the brig *Thaddeus*, which conveyed the first missionaries, and *the third time*, as master of the *Missionary Packet*—rendered his career most eventful.

Not only was he successful as a mariner, but also as a merchant. He established the house of C. Brewer & Co., of Boston and Honolulu, which has passed through several changes during the last half century but still holds on its career as one of the most honorable and successful mercantile establishments of America.

EXTRACTS.

"The tribute which we to-day render to Mr. Hunnewell's life and services, is not a mere official or formal act. It is the offering of sincere es-

teem and warm affection. How large the vacancy in his own beloved household, in this ancient society, in this city and commercial community, in those far-off charming islands of the Pacific, caused by his departure from earth? Those of you who were present at his funeral, could but have noticed with deep emotion, that, although he commenced life without patronage, and was from the first dependent upon his own exertions, although he had never enjoyed the advantages of a liberal education, and had never gained notoriety from official station, he yet had made himself widely known and highly honored. Among those who, in testimony of their regard for him, assisted in the last offices of his lifeless remains, were not only his respected fellow citizens, that had known him from childhood, his associates in business, but also men distinguished in professional life, like the veteran Missionary from the Sandwich Islands, and the venerable Ex-Secretary of the American Board." * * *

"A simple statement, without exaggeration or eulogy, of what Mr. Hunnewell has been, and what he has done, will justify us in saying of him, "He served his own generation." On this occasion, we can attempt to give only a rapid sketch of his life and services.

James Hunnewell was born in Charlestown, in the part now Somerville, on the 10th of February, 1794. He passed his boyhood, to the age of fifteen years, in this place. His advantages for education were simply such as the public schools of the town at that time afforded. In his later years, he was accustomed, in the way of pleasantry, which he very much enjoyed, to say that he *graduated* at the age of fourteen years. Still, he became a well educated man.

As a boy, he was bright and active, of slight figure; at the age of fifteen years, when he first went to sea, weighing but ninety pounds. He was offered attractive situations in stores, but his decided predilection was for the sea. His purpose to go to sea, however, was not prompted by a desire to be free from the parental res-

traints and the influences of home. He was not a wild, reckless youth, of a roving disposition. On the contrary, his affection for home and kindred was singularly strong. What proof did he give of the power of his family affections, just before he embarked, at China, for home. He had been absent six years. A good proposal was made to him to remain in China, but he replied, "there is not money enough in China to induce me to remain any longer from home." The first captain with whom he sailed was asked not long ago, after the lapse of fifty years, and when that captain was ninety years of age, if he remembered James Hunnewell. "Oh yes, and he was a good boy," was the venerable man's reply.

In October, 1816, he started on his first voyage to the Pacific. On that voyage he visited California and the Sandwich Islands, and was absent from home two years. His Chinese trunk and writing desk, and old Bowditch's Navigator, brought home on his return from this voyage, he prized as mementos, and are still preserved in the possession of his family. Probably he little imagined then how large a place those heathen islands were to fill in his thoughts and affections in the coming years. In October, 1819, he embarked on his second voyage to the Pacific, in the noted brig *Thaddeus*, of which he was an officer, and which vessel and her cargo were the first in which he had an interest as owner. This voyage of the brig *Thaddeus* will be memorable through all coming time, as she then, fifty years ago next October, took out to the Sandwich Islands the first American Missionaries, that noble and devoted band, of whom the revered Father Bingham, providentially with us to-day, and a few others, survive. At this time and in this way it was, that, in the good providence of Him who is "wonderful in counsel and excellent in working," Mr. Hunnewell was brought into intimate association with those self-denying men and women whom the love of Christ constrained to carry the Gospel to a people perishing for lack of knowledge. Then com-

menced between him and the missionaries a mutual friendship, which the lapse of years only rendered more strong and delightful. Although he and they did not have the same purpose in visiting those distant islands, yet, it is not strange, he seems to have caught something of their spirit; for from that time until the close of his life, the missionaries and the cause of missions in the islands, found in him a faithful and sympathizing friend, an untiring, efficient and ready helper. I can now indicate but a few of his services to the Islands.

It is an interesting fact, showing how wonderfully God prepared the way for the marvellous work that the Gospel has wrought among the Hawaiians the last fifty years, that they had been led to renounce and destroy their idols just before the missionaries arrived. It was Mr. Hunnewell's privilege to hear from the lips of Hewahewa, the last High Priest of the old idolatrous system, an account of the causes which induced the destruction of idolatry. He says: "This Chief told me he knew the wooden gods could not send rain, or cause food to grow, or send fish, or take care of the old men and women, and he knew there was but one great God dwelling in the heavens; and that in this persuasion he cautiously conversed with the King, Kamehameha II., when he found the King was of the same belief with himself." And, adds Mr. Hunnewell, "I had the pleasure of bringing from the shore to the mission the glad tidings that Hawaii's idols were no more." Verily, what hath God wrought in the lifetime of him whose death we mourn to-day! He permitted him to have a part in conveying the Gospel to that dark hearted people, and to live until that people, by the power of the Gospel, were transformed socially, politically, religiously, and lifted from the degradation of heathenism up into a noble Christian nation. What an illustration of the power of the Gospel." * *

"The first printing press used at the Islands was taken out by the missionaries in the brig Thaddeus. At its inauguration, the first impression was

struck off by Keeoumoku, the Governor, the third by Mr. Hunnewell, which is now in the collection of curiosities at the Mission House in Boston.

After remaining at Honolulu a little more than five years, employed principally as agent of the celebrated commercial firm of Bryant & Sturgis, of Boston, he returned to this country, and was married to Miss Susan Lamson, the Rev. Dr. Morse officiating at the ceremony. The fiftieth anniversary of that event, the golden wedding, which would have occurred in September next, has been one anticipated by him and his now bereaved widow and family, with peculiar and increasing interest, as the time drew near. But that kind Providence, which has favored him and his household with many occasions of domestic festivity and joy, did not see fit to gratify this desire of his heart.

"During his first residence at the Islands, he had formed the determination to establish there an independent commercial house, and immediately after coming home he commenced efforts to carry this favorite plan into effect. In his first endeavors he was unsuccessful. He applied to the owners of several vessels for the privilege of taking out freight. Some of them offered him a free passage, and power of attorney to act for them. They had learned to trust him, and that confidence to an unlimited extent might be safely reposed in him; but they declined to allow him to take out any freight of his own. Now observe the indications of Providence in this and see how God makes him an instrument still in promotion of the missionary work, and takes measures to enlist his interest more and more in the civilization and evangelization of those Islands. At this time of which we speak, the American Board had just finished, at Salem, a little packet, registering thirty-nine and two-thirds tons, designed for the use of the Mission at the Islands. They were in quest of some one to navigate her to that distant port. The Rev. Dr. Morse, Pastor of this Church, and a member of the Prudential Committee of the Board,

suggested Mr. Hunnewell as a fit person for the extremely difficult undertaking. The matter was brought to his attention, and he arranged with the Board to sail and navigate the packet free from any charge, being allowed to take out in her a small amount of merchandise. He left Boston in charge of that little schooner, in midwinter, January, 1826, and arrived with her at Honolulu the twenty-first of the following October, after a voyage of nine months and three days. A partial account of that most perilous voyage, written by Mr. Hunnewell himself a few years since, many of us have read, and I venture to say we have rarely, if ever, read a more thrilling narrative, and that its perusal has left upon the mind of every reader the impression of the singular energy, enterprise, fortitude, perseverance and trust in Him who rules the winds and the waves, exhibited by the navigator of that little ship.

Especially thrilling is his account of the perils that beset him in the Straits of Magellan. He says: "It was a day of life or death. We ran out to the southward, from among the small islands and reefs, into the open straits, under double-reef sails, keeping to windward as far as possible, intending to bear away and run out to the westward as soon as I could see a clear passage. The sharp, quick sea from the east, meeting the great ground swell from the west, particularly when over the rocks just above, and the rocky reefs near the surface, caused some of the most terrific surges I ever saw, throwing the water higher than the highest ship's masts. They would destroy the largest ship in our Navy that chanced to be in the way. When well out, I found that we were surrounded on all sides, except the narrow passage out of which we came, by these terrific reefs and breakers. By keeping to windward, we were providentially enabled to return with a leading wind into the narrow passage that we came out of, and just in time to secure anchorage before dark, in a snug but unsafe little nook, where we were sheltered from the frequent heavy squalls, with

three anchors down on three points, and a hawser out on the fourth quarter. Here we lay two nights. Sunday, the 20th, we remained in the same nook, spending an intensely anxious Sabbath. I spent most of this Sabbath on a neighboring mountain, prostrate on the ground seeking Divine protection and direction, or watching the winds and the waves. I could see the reefs and blind breakers for twenty miles seaward, but no clear passage out." * * *

"Mr. Hunnewell remained at the Islands, employed in establishing and conducting this mercantile house, until November, 1830, when he embarked for home, arriving in Charlestown in the spring of 1831, where he continued to reside until the close of his life. Although I design to speak of him in this discourse simply in his connection with religious enterprises and movements, I cannot refrain from saying a single word here in reference to this mercantile house of which he was the founder, and which for nearly half a century, has existed and prospered, and which is in a highly prosperous state at the present time. In respect to it, the Rev. Samuel C. Damon, D. D., who has been for many years the excellent Seamen's Chaplain at Honolulu, writes, "The business transactions of this house, during the long period of its existence, must have amounted to several millions of dollars. Its ramifications must have extended to all parts of the world,—America, China, Europe, as well as the Pacific. We are satisfied that success could not thus have attended the concern through so many years and changes, unless their business affairs had been conducted upon a sound basis and honorable mercantile principles. It has not been a house to branch off into wild speculations. Our object in thus referring to this house has not been merely to speak well of honorable merchants, whose career we have watched with pleasure, but to call the attention of our young merchants and clerks to the fact that success is compatible with honest, honorable and straightforward dealing. 'A good name is rather to be chosen

than great riches,' says Solomon. But if riches come with a good name, then let the favored ones be thankful, and use this world as not abusing it, but generously distributing to make their fellow men happy." Truly does Dr. Damon add, "when merchants pursue their enterprises upon high and honorable principles, they become public benefactors." In these days of "wild speculations" and financial irregularities, we appreciate the public benefits conferred by merchants who prosecute their business upon principle. Mr. Hunnewell's active connection with this house ceased many years since; and yet, that it has ever been conducted in accordance with the example of its founder, all will acknowledge who know Mr. Hunnewell's characteristics as a business man, his singular carefulness, his scrupulous exactness, his promptness in meeting his engagements, his strict integrity and uprightness, his perfect fidelity in executing the trusts committed to him. In all business affairs, whether his own or those entrusted to him by others, he was systematic, careful and exact, to an unusual degree. In speaking of this house, in whose prosperity he felt a just pride, he not long ago remarked, "As far as I know, there has never been a failure of any firm in the succession, or of any individual of the several firms; and with all my heart I will say, *long may the worthy successors, and their successors, continue to be successful and true.*" * * *

"As we have already intimated, Mr. Hunnewell did not enjoy the advantages of a collegiate education. That he, however, appreciated the importance of colleges, and understood their relation to the best interests of a people, is attested by the fact that he gave ten thousand dollars toward the endowment of Oahu College, the first college established among the Hawaiians. The accomplished President of that College, a son of Rev. Mr. Alexander, one of the early Missionaries to the Islands, and who graduated at Yale College with distinguished honor a few years since, in a re-

cent Commencement Address thus refers to our lamented parishioner and fellow citizen: "The principal donor to the College, and one whose name posterity will delight to honor, is James Hunnewell, Esq., of Boston. He was an officer on the brig Thaddeus, which brought out the first missionaries to these Islands, and afterwards resided here as a merchant, honored and esteemed by all who knew him. He has never forgotten these Islands since, though his many deeds of benevolence have been done without ostentation and are known to but few." That young College, among a people that fifty years ago were enveloped in the darkness of heathenism, to day affords facilities for a thorough, complete education, that will bear favorable comparison with those enjoyed in similar institutions in our own land.

Among his very last acts, performed but a few hours before "he fell asleep," and for the performance of which he seemed obliged to rally all of his little remaining energy, was the preparation for scattering among his friends, here and in other places, an exceedingly valuable discourse upon "Puritan Missions in the Pacific," preached a few years ago by Rev. Dr. Damon, between whom and himself has existed, for many years, the warmest mutual esteem and friendship. Mr. Hunnewell wisely judged that, by the republication of a large edition of this discourse, and giving it a wide diffusion, a public benefit would be conferred. His love for those distant Islands began fifty years ago; and he loved them and their benefactors until the end of his life." * * *

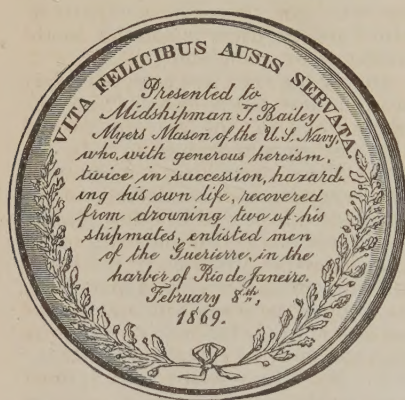
Mr. Hunnewell's unabated interest in the welfare of seamen was evinced in the fact, of which we make grateful mention in this place, that he left the AMERICAN SEAMEN'S FRIEND SOCIETY a bequest of a thousand dollars, and a like bequest to the Boston Society.

ED. MAG.

MEDAL PRESENTED TO MIDSHIPMAN MASON.

Midshipman T. Bailey Myers Mason, on the 8th of February saved the lives of two seamen of the *Guerriere*, off Rio Janeiro. On that day Mr. Mason was sent ashore in charge of the steam launch of the *Guerriere*, to search for and bring off the men who were on liberty. Five of the men were found and placed in the launch, and being intoxicated and riotous, were put in irons. One of them jumped overboard with his irons on, and would have been drowned had not Mr. Mason jumped after him and

rescued him, with imminent peril to himself. Scarcely had Mr. Mason got on board with his man than another, also in irons, jumped overboard; and although Mr. Mason was greatly exhausted by his first effort, he jumped after and rescued him. For these two acts of gallantry he was most highly commended by his commanding officer, by the Admiral of the station, and by the Secretary of the Navy; and the Life Saving Benevolent Association of New York ordered a gold medal to be struck in



his honor, and be presented to him. Shortly after the arrival of the *Guerriere* at this port the medal, of which we give an illustration on this page, was presented to Mason by the Rev. Henry Ward Beecher, who read to him the following letter:

LIFE SAVING BENEVOLENT ASSOCIATION OF NEW YORK, NO. 51 WALL STREET, July 26, 1869.

TO T. BAILEY MYERS MASON, Midshipman:

Dear Sir:—This association has inscribed on one of its gold medals the following testimonial: "Presented to Midshipman T. Bailey Myers Mason, of the United States Navy, who, with generous heroism, twice

in succession, hazarding his own life, recovered from drowning two of his shipmates, enlisted men of the *Guerriere*, in the harbor of Rio de Janeiro, February 8, 1869." The signal acts of unselfish gallantry thus sought to be commemorated have their chief reward in the consciousness that, upon the impulse of a humane and noble courage, you delivered from sudden death two human beings. They have also been recognized in the report of your superior officers, and the special commendations of the Secretary of the Navy, and we would not attempt to supersede or add to the high meed of praise thus awarded by the nation through its official representatives.

But it is one of the chartered privileges of our Association to encourage meritorious conduct in the discharge of the sacred duty of saving lives exposed at sea, and by a suitable and enduring record to mark and perpetuate its just appreciation of acts of self-sacrifice and heroism. In obedience to this the Association has caused the medal to be so inscribed, and to be herewith transmitted for your acceptance. Respectfully, your obedient servant,

ROYAL PHELPS, *Secretary.*

Mr. Beecher followed with a few appropriate words, to which young Mason made a modest and brief reply. After the presentation of the medal Admirals Stringham and Davis stepped forward and shook hands with Mason, complimenting him on the honor he had received. The medal is of fine gold, and is worth at least \$40.—*Harper's Weekly.*

OUR HARBOR ENTRANCES.

THE SANDY HOOK AND HELL GATE CHANNELS.

Of the two entrances to New York Harbor, the only one safe and navigable for ocean ships and steamers is through Sandy Hook. Even this is impeded by a sand bar over which vessels of large draft cannot cross at low water, and the whole passage is subject to shoals, which, to say the least, incommode navigation at times. Much has been said about this channel, the possibility of its completely closing up some time, its shifting and uncertain course; and many theories and plans have been broached by which Sandy Hook might be made a deep and ample entrance, but none of them have been of any practical value. So far as any artificial means are concerned, the most competent judges are of the opinion that the channel cannot be improved, nor do they entertain the idea of its ever being closed. The worst that can be said of it is, that it is unreliable, may become troublesome, and warrants any efforts to open a channel elsewhere that will answer all the purposes of ocean navigation. The Government will waste no money at Sandy Hook.

The other entrance to the harbor is from the Sound and is well known as Hell Gate channel, lying opposite Harlem, near the Long Island shore. Were this entrance safe and unobstructed, it would undoubtedly be the main thoroughfare between New York and Europe, and of all our

eastward coastwise trade. The distance for the ocean steamers would be shortened about eighty miles, with the advantage of having smooth water the length of the Sound. The Eastern water front of the City would also derive a benefit from it in affording room for wharves and storehouses within a short distance of the entrance itself. But unfortunately Hell Gate channel is narrow, rocky and dangerous. No large vessels attempt its passage, and it is only used by coastwise craft and Sound steamers, which do not venture through it without skillful pilots.

For more than twenty years, however, attention has been directed to the possibility of making this entrance available for vessels of all descriptions. The impediments it now presents are a swift and boiling tide, submerged rocks and narrow limits, and it has been a question whether all these could not be overcome by engineering skill. The rocks are the chief obstruction. Some of them lie in the middle of the stream at a less depth than ocean ships require, and by their position produce cross currents in the tides, which there flow at the rate of six or seven miles an hour. Could all these be removed, a deep channel would be obtained with a swift but steady flow of the tides, through it, offering no serious obstacle to free and general navigation.

The importance of an entrance at Hell Gate being generally recognized, the Government determined to see if the project was feasible, and, about the year 1848, the first surveys of that dangerous point was made by Admiral Porter. Subsequently surveys were made by officers acting under the direction of Prof. Bache, of the United States Coast Survey. Beyond these preliminary steps nothing was done, and it was not until 1852 that any attempt to remove the rocks was made, and then not by the Government. The first person to undertake the project was a Mr. Maillefert, who had been engaged in blasting operations at the West Indies. The New York Chamber of Commerce took up the matter, subscriptions were raised, work was begun, and Maillefert was successful to a certain extent. When he commenced operations the condition of the rocks was favorable to his system of blasting. He simply blasted without drilling. Charges of powder were placed directly upon the rocks by a diver, and the weight of water above acting as a resistant, the explosion tore off the craggy projections of the reefs. By this means he reduced several dangerous spots, and the interests of East River navigation were much improved. But funds failed, and Mr. Maillefert's operations were suspended. Besides, his process (according to an army engineer) was good to a certain extent, but no further. While the rocks presented salient and projecting points it was easy to blow them off under the water, but on a comparatively smooth surface the blasts would have no effect.

From that time to 1868 nothing was done at Hell Gate. Last year the subject was again brought up. Congress appropriated \$2,000,000 for coast improvement, and the Secretary of war appropriated \$85,000 to New York City. An accomplished engineer of the regular army and a well-known officer of the War, Major-General John Newton, was placed in charge of our harbor interests, and as soon as possible invited proposals for removing the Hell Gate obstructions. Of the numerous ap-

plications, he approved the plan of Mr. Sidney F. Shelbourne, of this city who at once commenced on his necessary machines.

Before long he produced an ingenious submarine drill, which worked well at its trials, but when submerged in the boiling currents at Hell Gate proved too delicate for the work, and he proceeded to build another, larger, heavier and on a somewhat different theory. Delays, however, were inevitable, and up to this time he has been unable to get to work again. He expects to resume operations soon.

Mr. Shelbourne's machines have the merit of being useful inventions for certain work but what success his last will have in the rushing tides remains to be seen.

Another appropriation of \$180,000 was made at the last session of Congress for New York, and on the strength of that and Shelbourne's delay, General Newton has let out another contract to the same Professor Maillefert who first operated at Hell Gate, to remove other rocks there. This contract extends to the removal of Way's Reef, Pot Rock and Shelldrake, and expires Dec. 1. Frying Pan Rock belongs to Mr. Shelbourne's contract.

Finding that valuable time is passing away, and that nothing has been accomplished by contract, General Newton now proposes to undertake the clearing out of Hell Gate channel himself. If the contractors remove the rocks they will be paid, but meanwhile the Government will go on with its own operations. Under the present appropriations, amounting to \$250,000, the channel can be cleared only to facilitate further coastwise navigation, and not to accommodate ocean ships. To open that entrance effectually would be a gigantic project involving a cost of \$8,000,000. General Newton is of the opinion that this sum will eventually have to be spent, and what he proposes is to plan now for the future undertaking. What the contractors are to do is but a small fraction of the labor. Much preliminary work has first to be done in the way of

making surveys, dams and drills, which consumes no small part of the appropriation.

In accordance with his plan General Newton has just commenced work at Hallet's Point, which must be cut off to ease the rush of the current. He is to build out a dam, sink shafts, run mines out, and blow up the reef that projects there. The cost of this one operation will be something like \$4,000,000. Hogg's Island and the Gridiron will be at-

tacked subsequently. General Newton is also preparing to build dams and drills with which to operate on the sunken rocks in case the contractors fail. He has determined to push on the work vigorously for the Government independently of his contracts. Many of our merchants will doubtless be gratified at this intelligence, as the extensive nature of the undertaking has always seemed to them one which only the Government could assume.

THE MORSE BATHOMETER

A newly invented instrument to take deep sea soundings was for the first time exhibited in its most improved form, to the Association for the Advancement of Science and Art, on Monday June 14th. The lecture room was crowded by an intelligent and deeply interested assembly of gentlemen and ladies. Rev. Dr. Iræneus Prime, President of the Association, in introducing the inventors, Messrs. Sidney E. Morse and his son G. Livingston Morse, spoke of the brilliant and also melancholy pages of the history of the human mind which are written in the Patent Office, where the evidences of human ingenuity, successes and failures, are stored away. He referred to the early struggles of the Morse Telegraph for existence, and the wonderful results of its production. The instrument we are about to behold is destined to reveal to us the mysteries of the ocean depths, and to make our intercourse with the waters under the earth as easy and wonderful as the Telegraph has made our intercourse with the lands above the waters.

Mr. G. Livingston Morse proceeded to illustrate the Morse BATHOMETER.

This Bathometer, in its complete form, consists of a cylindrical tube of wood or tin, usually four or five inches in diameter, and five or six feet in length. Within this outer case are inclosed a number of hollow spheres of glass, filled with air at the ordinary atmospheric pressure.

These globes of glass serve as buoys; and the most remarkable peculiarity of the invention arises from the discovery by the Messrs. Morse that hollow glass spheres, three or four inches in diameter, and only about one-tenth of an inch in thickness, so buoyant that they float with half their bulk above the surface, will endure a pressure equal to that of the sea at several miles depth, without breaking, and without being permeated by water, thus retaining their buoyancy at those great depths and under that enormous pressure. Some of the spheres exhibited had endured a pressure of *four and a half tons to the square inch, in the cistern of a hydraulic press*, and came out empty of everything but air of the ordinary atmospheric density.

The cylindrical tube, with its inclosed glass spheres, is ballasted so as to float upright in the water, and to its lower end, when it is to be used in sounding, is attached an elongated weight sufficient to carry it rapidly to the bottom. This weight is so connected to the tube by suspension on the short arm of a lever, that the instant a light counterpoising plummet at the end of the long arm touches bottom, the heavy weight detaches itself, and the cylindrical tube, by the buoyancy of its inclosed spheres, rises again to the surface. As the instrument moves with uniform velocity, both in its descent and ascent, and as the rate of the motion of each tube through the water is as-

certained by previous experiments, the length of time during which it is beneath the surface affords a measure of the depth attained.

But the inventors do not depend upon this means alone for determining the depth. The apparatus, so far, is merely the carriage for conveying to the bottom of the sea, and returning to the surface, another instrument which will report the depth with the greatest scientific precision. This instrument is simply a bottle of water, with a bag of mercury and water suspended from its neck, the water in the bottle being connected with the mercury in the bag by a glass tube of very fine bore passing from the bottom of the bag through a stopper in the neck of the bottle into its interior. When this bottle and the bag are at the bottom of the sea, the pressure of the external water, communicated, through the bag and through the mercury in the bag and in the bore of the glass, to the water in the bottle, compresses that water, and mercury is forced from the bag into the bottle to supply the void caused by the compression. The amount of mercury found in the bottle on its return to the surface, is the measure of the compression of the water, and the compression of the water is the measure of the height of the compressing column, *i. e.*, of the depth of the sea. To facilitate the measuring of the mercury, the inventors insert in the bottle opposite the neck a graduated tube closed at its outer end, so that on inverting the bottle the mercury falls into this meter tube, and the height of the mercury indicates the depth to which the bottle has descended.

In addition to this, Trowbridge's, or Massey's, or any other self-registering Bathometer may be attached to the apparatus, thus giving at each single sounding three or more corroborating registrations of the depth. A specimen of the bottom may also be brought up, as in other deep-sea sounding devices, by attaching a properly constructed box to the counterpoising plummet.

It is well-known that the old method of sounding, by a line and sinker,

has proved wholly untrustworthy for great depths, the action of currents on the line, and the drifting of the vessel, during the long time occupied in a sounding, rendering it impossible to make a near approach to accuracy, so that Professor Maury, who probably has more knowledge on the subject than any other man, regards all soundings hitherto made with a line, if much over 2,000 fathoms in depth, as doubtful. The Morse Bathometer not being connected with the boat, being very rapid in its motion, and depending on the principle of the compression of water, which is always precisely as the height of the compressing column without regard to currents is not liable to these objections. In the soundings with a line between Ireland and Newfoundland, preparatory to laying the Atlantic cable, the time occupied in each sounding, when the depth was 2,000 fathoms, was ordinarily six or seven hours. Messrs. Morse estimate from experiments made by them, that their instrument will descend to that depth and return in less than thirty minutes.

In speaking of what had been done by others in the matter of deep-sea soundings, Messrs. Morse referred in terms of high commendation to the labors of W. P. Trowbridge, civil engineer, of this city, quoted largely from his communications to the Board of the United States Coast Survey, and expressed their sense of the great value of his experiments to ascertain the law of the descent of bodies in water.

The *N. Y. Tribune* thus concludes a notice of the Morse Bathometer: "Should the Bathometer succeed in accomplishing all that is expected of it,—and there exists no apparent reason why it should not,—it will prove the most valuable adjunct to science since the invention of the microscope."

After the exhibition and explanation of the Bathometer, Mr. Sidney E. Morse and his son answered many inquiries suggested by gentlemen present, all of whom expressed themselves deeply interested in the invention. C. Roosevelt, Esq., Dr. Rich-

ards, Henry O'Reilly, and others, made remarks, and a strong desire was expressed that the Secretary of the Navy would order experiments to be made with the instrument at

once, that its practical value might be tested. The Association unanimously adopted a vote of thanks to the Messrs. Morse for their interesting and instructive exhibition.

ICE MORSELS.

There are no less than five hundred and forty glaciers in Switzerland, of which the mightiest mass is the Bernina, and the most extensive is the great Aletsch Glacier, fifteen miles in length. The glacier domain extends from Mount Blanc, in Savoy, to the Ortler Spitz, in the Tyrol, over an area of more than a thousand square miles. And yet mighty as these "ice morsels" are, they are as nothing compared with the great glacier systems of the Arctic and Antarctic regions. Dr. Kane describes one in the far north, which presents a continuous sea-cliff of ice more than a thousand feet in height and seventy miles in breadth; and the terrible mysteries of frost and fire in the Antarctic regions are rendered inaccessible by a glacier cliff called Victoria Barrier, four hundred miles long, one hundred and twenty broad, and upward of eighteen feet in depth, descending into the sea from the frozen sides of the burning volcano of Mount Erebus. It is from these grim walls, guarding the northern and southern poles, that icebergs are broken off, which serve to modify the temperature of the regions between, and whose vast size and fantastic shapes excite the curiosity, as they appal the heart of the mariner. When our imagination realizes, in some faint degree, these wonders of the frost kingdom, we are overwhelmed by the thought that He who "casteth forth his ice like morsels" is the God with whom we have to do. "Hast thou entered into the treasures of the snow? or hast thou seen the treasures of the hail? By the breath of God frost is given; and the breadth of the waters is straitened."

And not wantonly or capriciously are these morsels of ice cast forth.

There is no waste of power with the Almighty. There is an economy in nature's miracles as well as in those of grace.

The glaciers of Switzerland serve most important purposes in the economy of nature. They are placed where they are by a wise and benevolent arrangement. They bring down the refreshing coolness of the Alpine summits into the hot and stifling valleys; they repress, in their calm and placid bosoms, the violence of the avalanche and the rage of the torrent; and carry within reach of man, in tamed and measured usefulness, forces which, if allowed to leap suddenly from the mountain-tops at their own fierce will, would convert some of the fairest regions of Europe into waste and howling deserts. From them all the great rivers of the continent spring; and thus a constant and unfailing supply of water, in summer's drought and winter's frost, is provided for all the uses, commercial and domestic, of the highest civilization. The vapors that fall in the shape of snow on the Alpine peaks are collected and frozen in these gigantic reservoirs, and thus borne gradually and safely down the mountain sides, until they reach a point, often amid green fields of human habitations, where they remain stationary, the supply above and the waste below being exactly equal. At this point a full-bodied, arrowy stream, like the Arveiron, from the Mer de Glace, caused by the melting of the glacier in the warmer temperature, issues from a cavern in the ice, and flows down the valley, nourishing the meadows along its course. Turbid with mud ground from the rocks by the glacier, it gradually, as it descends and becomes more tranquil, deposits this mud along its

banks, which are thus continually shifting, and year by year new soil and new elements of fertility are imparted as far as the stream extends. The loss of the mountain is the gain of the valley, and from the ruins of the Alps by this sublime agency, many of the most luxuriant meadows in Switzerland and Italy are formed. All this ought surely to convince us that God "casteth forth his ice like morsels," not aimlessly or at random, where it may work ruin and death, but with that gracious care and wise forethought for life and beauty, which are so conspicuous in all the physical arrangements of Him whose "tender mercies are over all His works."

Yet more. These "ice morsels" have been powerful instruments in ages past in shaping our earth. They have been, as they still are where they occur, nature's giant sculptors. The mountain ranges that were ejected from the burning depths of volcanoes into the freezing cold of the sky, were ground down into smooth and flowing outlines by the sliding of glaciers over them. In the Scottish Highlands we can trace, by the unmistakeable signs which they have left behind, the presence and operation of ancient glaciers. Our valleys are made picturesque by their moraine mounds, our hill sides are strewn with their gray boulders, and our rocks are smoothed and grooved by their powerful chisels. The soft and rounded contour of our mountains, on which the effects of light and shade at noon are so exquisite, and whose quiet beauty steals into the heart and lifts up to a region of immortal peace like their own, has

been moulded by ice, passing from the high ranges of the interior outward and seaward ages and ages ago. The glory of Lebanon itself was due to the ice morsels which God once scattered on its summits. The fragment cedars had their roots in the morains deposited in the Kedisha valley by glaciers, that, under very different conditions of climate, once occupied the upper regions of the mountain. Revelations like these, which modern science has made, open up new vistas of marvelous thought in the calm old Bible subjects, and show to us how, by the most unfavorable means in the field of nature, as in the sphere of human life, the All-Wise brings order out of confusion, and life out of death. The Alpine flowers are warmed by the snow, the summer beauty of our hills and the autumn fertility of our valleys, have been caused by the cold embrace of the glacier; and so, by the chill of trial and sorrow, are the outlines of the Christian character moulded and beautified. And we, who recognize the loving-kindness as well as the power of God in what may seem the harsher and more forbidden agencies of nature, ought not to be weary and faint in our minds, if over our own warm human life the same kind, pitying hand should sometimes cause his snow of disappointment to fall like wool, and cast forth his ice of adversity like morsels, knowing that even by these unlikely means shall ultimately be given to us, too, as to nature, the beauty of Sharon and the excellency of Carmel.

—*Once a Month.*

THE OPENING OF THE SUEZ CANAL.

It has now been officially announced that the opening of the Suez Canal will take place on November 17th, and the preparation for celebrating the great event in a becoming manner continue to be made on the grandest scale. The Viceroy of Egypt has himself visited many courts of Europe, and presented to

the princes an invitation to honor the opening of the canal with their presence. Recognizing the powerful position which the press has attained in modern society, he has even invited the representatives of the great journals of Europe and America to come to Egypt at his own expense, and thus to give to the whole

civilized world the graphic and faithful account of competent eye-witnesses.

The importance of a canal through the narrow neck of land which connects the continents of Asia and Africa, and prevents the passage of vessels from the Red Sea into the Mediterranean, was fully comprehended even in ancient times. In the present century the construction of a canal through this Isthmus was a favorite idea of the first Napoleon. But the difficulty of constructing it appeared to be so great, that long after M. de Lesseps had formed a company for this work and enlisted in its support the liveliest sympathies of the French Government, the English press generally—partly undoubtedly from a feeling of national jealousy—and even so eminent an engineer as Mr. Stephenson, declared the completion of the canal to be impossible. It was many years before this mistrust of England of the success of the enterprise was shaken by the steady progress of the work. But finally it was shaken. The advance of the canal toward completion was so manifest, and the many difficulties which presented themselves were grappled with so bravely, that during the last two years almost every visitor to the Isthmus expressed the opinion that all the technical obstructions to the work were sure to be removed; and that the only difficulties which remained were of a financial nature. These difficulties, also, were overcome, when, in July, 1868, M. de Lesseps effected a loan of 100,000,000 francs, which was regarded as amply sufficient to secure the opening of the canal before the close of the present year. The opening was at first fixed on the 1st of October, but has since been postponed to the 17th of November, when, from the number of official invitations which have been extended and accepted, it may certainly be expected to take place.

The opening of the Suez Canal is an event of much more than ordinary importance in the history of the international commerce of the world,

and it is certainly a most remarkable coincidence that it should take place in the same year when one of the greatest works of a similar character in the New World, the Pacific Railroad, has been opened. Like every important event of this character, it cannot fail to wield a very prominent influence upon the progress of civilization in the country in which the canal is situated. Indications of this have already been seen in the rapid advance which Egypt has made for several years. Its large cities, Cairo and Alexandria, are increasing in population, commerce and wealth, as rapidly as any of the capitals of Europe; and at the terminus of the Suez Canal on the Mediterranean, a town, Port Said, has sprung up since 1859, when the building of the canal began, which already numbers 12,000 inhabitants, and whose port, which is entirely new, was in 1866 entered by 266 steamers. Already Egypt has a Parliament, which holds annual sessions, and the whole administration is now on the point of being remodelled after that of the Christian nations of Europe.

The bearing which such a radical change in the social condition of the Egyptians must have upon the religious future of the country is obvious. In proportion as the commercial and literary intercourse with Christian Europe becomes more intimate, Egypt will virtually become a dependency of one or several of the great Christian powers. Even now, the Viceroy meditates an entire separation from Turkey, and he cannot think of obtaining this result without securing the moral support of some of the Christian powers. The attitude of the Viceroy with regard to the Christian religion has always been a liberal one, and there is no reason to doubt that it will now become more favorable than ever before.

A Good Move.

A Society is proposed for the Prevention of Cruelty to Soldiers and Sailors. A gentleman in Philadelphia has been keeping a record of

the cases of cruelty in the army and navy reported in the newspapers for the last two years, and intends presenting the same to Congress at the next session, and ask for its interference. There are now three cases of cruelty in the navy, pending trial. The first is a Captain of Marines in Pensacola, Fla., who is charged with habitual intoxication and cruelty to his men. For the most trivial offences he would have men "bucked and gagged," tied up by the thumbs, put in shower-baths, balled and chained in the sun for a whole day, with the thermometer over 100 degrees. The other cases similar to the above are against the late commanders of the U. S. steamers *Nipsic* and *Pawnee*. The charges against the latter officers will probably be tried in the civil courts, the crew having been paid off and discharged, so that they now have legal redress. We imagine, that Surgeon Greene, of the *Nipsic*, would be a swift witness for the men; as he is now himself undergoing court-martial for protecting them from brutal orders.

Watery Stars.

It seems that there are some really watery stars in the sky, though they are not in the constellation Aquarius. M. Janssen, whose forte is the new science of spectroscopy and who lately received a handsome prize for his discoveries therein, writes from the hills of India to the Paris Academy to say that he has detected aqueous vapor in some stellar atmospheres; that is to say, he has found certain rays of light are wanting in certain stars, and the missing beams are just those which he knows water intercepts.—Curiously, the stars which exhibit this peculiarity are not the pale blue ones that we might suspect *prima facie* to be humid, but the red fiery-looking lights such as Betelgeux and Arcturus. The watery element would appear to exist in greater quantity, judging from the amount of light it cuts off. Janssen, in 1866, made some experiments upon the absorption exercised by a column of water forty yards long; the stars' at-

mospheres examined intercept vastly more light than this did, and it is necessary to renew experiments through much greater thickness of damp air before any quantitative estimate of stellar humidity can be formed.—Seechi, the Roman astronomer, thinks he has detected water in the neighborhood of the spots on the sun.

Quick Passage Across a Stormy Ocean.

A very extraordinary passage across the Atlantic has just been made by the United States storeship *Guard*, of six guns, Commander Adams. This fine ship, which is, of course, a sailing vessel, left New York for Lisbon on the 10th of last month, carrying stores for the American squadron in European waters. She encountered a succession of terrible gales, the violence of which may be inferred from the fact, that one of her boats was washed away from the davits and lost, and the other battered into a complete wreck; and for days together she had to struggle against a perfect tempest of wind, hail and snow, the waves all the time running mountains high, and tossing the ship about in such a manner that it was almost impossible for the seamen to maintain their footing. In spite of these storms, however, Lisbon was sighted on the seventeenth day after leaving New York, and the same day the *Guard* arrived safely in that port in good order. So short a passage, under such adverse circumstances, must be considered a remarkable achievement.

Wet the Ropes.

When the Egyptian Obelisk in front of St Peter's, at Rome, was being raised and placed on its pedestal, the engineer had not calculated accurately the stretching of the ropes. By this oversight, when the immense obelisk had nearly reached its position it was found that it lacked several inches of the height and there it swung; whilst no human effort could place it on the pedestal. The engineer was so mortified in presence of the dignitaries and vast multitude,

that he drew a pistol and was about to kill himself. An English sailor happening to be present, and seeing the difficulty, cried out, "Wet the Ropes." An engine was provided, the ropes were saturated; and slowly, but surely the great mass rose and settled into its position. Then went up a shout from the great multitude. What a dilemma! And yet how simple the remedy! Without understanding the philosophy of the thing, that sailor suggested the remedy. Human skill and foresight are not always sufficient to accomplish a great purpose. The common mind sometimes reaches a practical good where skilled philosophers are at their wits end. How true this is in the highest sphere of human agency! God has mighty purposes to accomplish in this world of ours; but He takes the weak things to confound the mighty; and "out of the mouths of babes and sucklings perfects his praise." To raise and perfect the living temple exceeds all human skill; but God says to the world, I will show you how it is done. The humble souls whom I choose and consecrate the instrumentality by which under my direction the world is to be lifted out of its moral degradation, and polished stones are to be wrought and placed in that structure whose top-stone is to be brought forth with shoutings of "Grace, grace unto it."

Cast a Line for Yourself.

A young man stood listlessly watching some anglers on a bridge. He was poor and dejected. At last approaching a basket filled with wholesome looking fish, he sighed:

"If, now, I had these, I would be happy. I could sell them at a fair price and buy me food and lodgings."

"I will give you just as many and just as good fish," said the owner, who chanced to overhear his words, "if you will do me a trifling favor."

"And what is that?" asked the other eagerly.

"Only to tend this line until I come back—I wish to go on a short errand."

The proposal was gladly accepted. The old fisherman was gone so long that the young man began to be impatient. Meanwhile the hungry fish snapped greedily at the baited hook, and the young man lost all his depression in the excitement of pulling them in; and when the owner of the line returned, he had caught a large number. Counting out from them as many as were in the basket, and presenting them to the young man, the old fisherman said:

"I fulfill my promise, from the fish you have caught, to teach you, whenever you see others earning what you need, to waste no time in fruitless wishing, but to cast a line for yourself."—*Home Monthly*.

Voices of Grace.

It is marvellous and beautiful to observe how various are the voices of free grace. "I am thirsty," says one. "Come to the waters," she cries. "I am hungry," says another. "Then eat ye that which is good," she says, "and let your soul delight itself in fatness." "But I am poor, and have nothing to buy with." "Come, buy wine and milk without money, and without price." "We are weary, sigh the laborers in the sun-beaten fields. "Come unto me," breathes her answer like a breeze from the waters," and I will give you rest." "Cast thy burden on the Lord and He will sustain thee," she whispers to the pilgrim ready to faint on the highway. "Behold the fountain," she cries to the guilty; "the fountain opened for sin and uncleanness." To the lost she cries, "I am the Way"; to the ignorant, "I am the Truth"; to the dying, "I am the Life." How large her welcome to the sinner, how soothing her consolations to the mourner, how inspiring her tones to him that is faint of heart! There is no disease for which she has not a remedy, no want for which she has not a supply; and every one who applies to her shall confess at length, "It is enough; I am blessed as if all the methods and riches of grace were for me alone!"—*Hoge*.

**"This I Did for Thee. What Doest
Thou for Me?"**

Motto placed under a print of Christ in the
study of a German Divine.

I gave my life for thee,
My precious blood I shed,
That thou might'st ransomed be,
And quickened from the dead—
I gave My life for thee;
What hast thou given for Me?

I spent long years for thee,
In weariness and woe,
That an eternity
Of joy thou might'st know—
I spent long years for thee;
Hast thou spent one for Me?

My Father's house of light,
My rainbow-circled throne
I left for earthly night,
For wanderings sad and lone—
I left it all for thee;
Hast thou left aught for Me?

I suffered much for thee,
More than thy tongue can tell,
Of bitterest agony,
Thee to preserve from hell—
I suffered much for thee;
What dost thou bear for Me?

And I have brought to thee,
Down from My home above,
Salvation full and free,
My Spirit and My love—
Great gifts I brought to thee;
What hast thou brought to Me?

Oh, let thy life be given,
Thy years for Me be spent,
World-fetters all be riven,
And joy with suffering blent—
Give thou *thyself* to Me,
Gladly I'll welcome thee!

The Emigrant Ship.

BY MRS. S. C. HALL.

I heard some years ago of the arrival of an emigrant ship at its destination; and, having witnessed its departure, I felt not a little interest in the details which a far-off friend communicated as to the transitory inhabitants of its "wooden walls."

The emigrants consisted chiefly of those who once considered themselves entitled to a birthright among the Scottish Highlands, or the green valleys of Ireland; but notwithstanding the thousands of uncultivated acres in both these countries, they went forth to seek a home in the New World.

The old ship had borne them safely, if not swiftly or pleasantly, over the wild waters, and while boat after

boat brought its freight of inhabitants to gaze upon, and, it might be, to welcome, the new comers—the emigrants were preparing to issue, beneath a strange sky, into a still stranger country.

Few congratulated each other on their safe arrival; the children were too worn with the voyage to exhibit the satisfaction they felt at the sight of land; and many aged men and women, to whom worldly hope was a thing gone by, shed tears at leaving the battered vessel, that would soon return to what *they* should see no more.

The deck was piled with rough chests, and canvas sacks, and half-piled ropes, and all manner of bundles, casks, firkins and hampers, ill-packed pieces of furniture, implements of coarse husbandry, the hatchet, the spade, the strong axe; and everybody ran against everybody not with the roughness of intention, but in hurry and excitement; some encountered friends who had grown hard-looking and white headed "in no time," and lovers met, wondering how youth had slipped away altogether from what had been so fair and bright. The ship's crew, however were as joyous as the sons of the sea happily are; they danced as they coiled the ropes, and sang to the sturdy rigging, as one song-bird sings to another; they exchanged greetings with old comrades, and seemed to consider every human being a friend—shaking hands with everybody, and tumbling over every-thing.

Suddenly there was a peculiar movement on deck. One of the ship's officers made his way to where three young children, the eldest not more than five years old, were huddled closely together; a sailor, who followed him, cleared the top of a hogshead from all incumbrances, and lifted the children upon it. The little creatures clung more closely to each other, but without any symptom of fear, or even embarrassment; if they gazed lovingly upon each other, they looked affectionately and gently around them, pleased at their elevation, and recognizing friends in

the rough and weather-beaten countenances of the kindly sailors, who quitted whatever they were doing to rally round the three children.

The eldest was a fine sturdy, brave looking boy; the voyage had not paled his cheek; the second, a girl, was chiefly remarkable for the brightness of the most laughing eyes that ever danced over a billow; the youngest might have been a boy, or might have been a girl; its brown hair curled over its head and shoulders, and it was as broad and round as a child could well be; its little fat shoulders showed like two hills of snow over a pink frock, which was garnished by a very odd sort of trimming or strip of crape.

"Silence!" exclaimed the officer, laying his hand affectionately on the head of the eldest boy; and all the sailors issued the command—"Silence!" The boy looked up and laughed at the officer.

"Are there any of the friends of Richard Massey, and his wife Mary, present?" continued the ship's officer; and the inquiry had hardly passed his lips when it was answered by a universal "Ay, ay, sir," even from the black cabin boy and the blacker cook, who seldom advanced more than his bust from out of the mysterious region where he performed his duties.

The officer exclaimed angrily against the sailors' interruption, as he was pleased to consider it; and told them they knew his object in making the inquiry, and when he repeated it they were to remain silent. The worthy tars seemed to think this a hardship, and several placed their hands on their mouths to prevent the reply coming forth. The officer, however inquired in vain, neither "Richard Massey nor his wife Mary" had any friends within hearing.

The aspect of the children had changed, the buoyant look of the eldest boy was gone, and tears were flowing down his cheeks; his sister hid her face on his shoulder; and the youngest seemed quite ready to begin a cry, and would have cried the next moment, had not one thrust some fruit into its hand.

"There's no answer, ye'r honor," said the sailor who had so closely followed the movements of his superior. "Richard himself told me there was none in the new or the old world cared for him;—that was just before he died, your honor; and poor Mary, sir!"—the sailor paused, ashamed, as men are, of an emotion that does them honor—"Mary, you remember, died about a week after her husband, sir. Well, there could be no one here to care for her—her family cast her off for the love she bore him. She never said who she was—never! and when she was gone—both buried in the deep sea, your honor—me and my comrades, sir, agreed among ourselves, as long as there was a shot in the locker, to be fathers and mothers to the orphans! We've been so already, sir; we've fed them day and night, from our own mess; and there isn't a land lubber's child no, not in England—can show better flesh or more of it, or are more happy and comfortable in themselves. Those who have children of their own will love these orphans all the better for it; those that have none, why now they've something to love—that's all!"

But it was not quite all. Stimulated by the example set by the crew of the emigrant ship, a meeting was held on the following day, few who attended it were what we would consider rich persons, and yet all gave something to provide for the support of the young children whom death had deprived of both parents during their perilous voyage; they gave not from their abundance, but from their necessities; but the sailors would not be outdone—the children, they said, were *theirs*; and numbers gave more than a month's pay to secure their little favorites from the shadow of privation.

Is not this a beautiful and a cheering example to follow! It is a high privilege to be the friends of the fatherless, the protectors of those who are deprived of the tender and sheltering care of a mother, who can never feel her kiss upon their cheek, and learn their morning and evening prayers from her lips.

THE SPIRITUAL COMPASS, FOR SEAMEN.

*Containing duties to be performed by every Seaman who would safely arrive at the Haven of Eternal Rest.**

(1796.)

BY REV. JOHN FLAVEL.

These duties are, by the author, made as many as there are points in the compass. And for a help to memory he begins every particular with the initial letters on the points of the compass.

1. NORTH.—Never stir or steer any course, but by light from God.

Ps. 119, 105.—“Thy Word is a lamp unto my feet, and a light unto my path!”

2. N. by E.—Never enter upon any design, but such as tends towards Christ.

Ps.—37, 4.—“Delight thyself also in the Lord; and He shall give thee the desires of thine heart.”

3. N. N. E.—Note nothing enviously, which thrives without God.

Ps. 73, 12.—“Behold these are the ungodly who prosper in the world—they increase in riches.”

4. N. E. by N.—Never enterprise unwarrantable courses, to procure even the most prized or conceited advantages.

1 TIM. 6, 9-10.—“But they that will be rich, fall into temptation, and a snare, and into many foolish and hurtful lusts, which drown men in destruction and perdition. For the love of money is the root of all evil; which, while some coveted after, they have erred from the faith, and pierced themselves through with many sorrows.”

5. N. N. E.—Now entertain the sacred commands of God, if hereafter thou expect the sovereign consolations of God.

Ps. 119, 48.—“My hands also will I lift up unto thy commandments which I have loved; and I will meditate in thy statutes.”

6. N. E. by E.—Never esteem Egypt's treasures so much, as for them to forsake the people of God.

HEB. 2, 26.—“Esteeming the reproach of Christ greater riches than the treasures in Egypt—for he had respect unto the recompense of the reward.”

7. E. N. E.—Err not, especially in soul affairs.

JAMES 1, 16.—“Do not err, my beloved brethren.”

TIM. 1, 19.—“Holding faith and a good conscience, which some having put away concerning faith, have made shipwreck.”

2 TIM. 2, 18.—“Who concerning the truth have erred, saying that the resurrection is past already; and overthrow the faith of some.”

8. E. by N.—Eschew nothing but sin.

1 PETER, 3, 11.—“Let him eschew evil, and do good; let him seek peace and ensue it.”

9. EAST.—Establish thy heart with grace.

HEB. 13, 9.—“Be not carried about with diverse and strange doctrines, for it is a good thing that the heart be established with grace; not with meats, which have not profited them that have been occupied therein.”

10. E. by S.—Eye sanctity in every action.

1 PETER, 1, 15.—“But as He which hath called you is holy, so be ye holy in all manners of conversation.”

11. E. S. E.—Ever strive earnestly to live under, and to improve the means of grace.

1 COR. 12, 7.—“But the manifestation of the Spirit is given to every man to profit withal.”

12. S. E. by E.—Suffer every evil punishment of sorrow, rather than leave the ways of Christ and grace.

1 THESS. 3, 3.—“That no man should be moved by these afflictions, for yourselves know that we are appointed thereunto.”

* This is taken from a volume entitled, “Navigation Spiritualized, or, a New Compass for Seamen,” and the clerical friend, whose interest in the sailor has induced him to transcribe and send us “The Compass,” has carefully revised the Scriptural quotations, much to the improvement of the original treatise. We are greatly obliged to him.

PHIL. 3, 8.—“Yea doubtless, and I count all things but loss for the excellency of the knowledge of Christ Jesus my Lord; for whom I have suffered the loss of all things, and do count them but dung that I may win Christ.”

13. S. E.—Sigh earnestly for more enjoyments in Christ.

MATT. 5, 6.—“Blessed are they which do hunger and thirst after righteousness, for they shall be filled.”

14. S. E. by S.—Seek evermore some evidences of Christ in you the hope of glory.

JA. 17, 7.—“Blessed is the man that trusteth in the Lord, and whose hope the Lord is.”

15. S. S. E.—Still set eternity before you in regard of enjoying Jesus Christ.

JOHN 17, 24.—“Father, I will, that they also whom thou hast given me be with me where I am; that they may behold my glory which thou hast given me: for thou lovedst me before the foundation of the world.”

16. S. by E.—Settle ever in your soul as a principle which you will never depart from, that holiness and true happiness are in Christ and by Christ.

EPH. 3, 17-19.—“That Christ may dwell in your hearts by faith, that ye being rooted and grounded in love, may be able to comprehend with all saints what is the breadth and length and depth and height; and to know the love of Christ, which passeth knowledge, that ye might be filled with all the fulness of God.”

17. SOUTH.—Set thyself always before the Lord.

PS. 16, 8.—“I have set the Lord always before me, because he is at my right hand, I shall not be moved.”

18. S. by W.—See weakness hastening thee to death, even when thou art at the highest pitch or point.

ROMANS 7, 22-23.—“For I delight in the law of God, after the inward man. But I see another law in my members warring against the law of my mind, and bringing me into captivity to the law of sin which is in my members.”

19. S. S. W.—See sin which is the sting of death as taken away by Christ.

1 COR. 15, 56-57.—“The sting of death is sin, and the strength of sin is the law. But thanks be to God, which giveth us the victory through our Lord Jesus Christ.”

20. S. W. by S.—Store up wisely some provisions every day for your dying day.

1 TIM. 6, 19.—“Laying up in store for them-

selves a good foundation against the time to come, that they may lay hold on eternal life.”

21. S. W.—Set worldly things under your feet before death come to look you in the face.

TITUS 2, 11-13.—“For the grace of God that bringeth salvation hath appeared to all men, teaching us, that denying ungodliness, and worldly lusts, we should live soberly, righteously and godly, in this present world; looking for that blessed hope, and the glorious appearing of the great God and our Saviour Jesus Christ.”

22. S. W. by W.—Still weigh and watch with loins girded, and lamps trimmed.

LUKE 12, 35-37.—“Let your loins be girded about and your lights burning, and ye yourselves like unto men that wait for their Lord when he will return from the wedding; that, when he cometh and knocketh, they may open unto him immediately. Blessed are those servants, whom the Lord when he cometh shall find watching; verily I say unto you, that he shall gird himself and make them to sit down to meat, and will come forth and serve them.”

23. W. S. W.—Weigh soul-works, and all in the balance of the sanctuary.

MATT. 7, 2.—“With what judgment ye judge, ye shall be judged; and with what measure ye mete it shall be measured to you again.”

24. W. by S.—Walk in sweet communion with Christ here, and so thou mayest die in peace.

LUKE 2, 29-30.—“Lord, now lettest thou thy servant depart in peace according to thy word, for mine eyes have seen thy salvation.”

25. WEST.—Whatsoever thy condition be in this world, eye God as the disposer of it, and therein be contented.

PHIL. 3, 11.—“For I have learned, in whatsoever state I am, therewith to be content.”

1 TIM. 6, 6.—“But godliness with contentment is great gain.”

26. W. by N.—Walk not according to the course of the most, but after the example of the best.

1 THESS. 4, 1.—“Furthermore then we beseech you brethren, and exhort you by the Lord Jesus that as ye have received of us how ye ought to walk and to please God, so ye would abound more and more.”

27. W. N. W.—Weigh not what men speak or think of thee, so God approve thee.

EPH. 6: 6.—“Not with eye-service as men pleasers; but as the servants of Christ, doing the will of God from the heart.”

28. N. W. by W.—Never wink at, but watch against small sins, nor neglect little duties.

MATT. 12, 36.—“But I say unto you, that every idle word that men shall speak, they shall give account thereof in the day of judgment.”

29. N. W.—Never wish rashly for death, nor love life too inordinately.

COLL. 3, 2.—“Set your affections on things above, not on things on the earth.”

30. N. W. by N.—Now work nimbly ere night come.

JOHN 12, 35.—“Then Jesus said unto them, yet a little while is the light with you, walk while ye have the light, lest darkness come upon you; for he that walketh in darkness knoweth not whither he goeth.”

31. N. N. W.—Name nothing when thou pleadest with God for thy soul, but Christ and free grace.

JOHN 16, 24.—“Hitherto have ye asked nothing in my name, ask and ye shall receive, that your joy may be full.”

32. N. by W.—Now welcome Christ if at death thou wilt be welcomed by Christ.

REV. 3, 20.—“Behold, I stand at the door and knock; if any man hear my voice, and open the door, I will come in to him, and will sup with him, and he with me.”

A tender, quick, enlivened and enlightened conscience, is the only point upon which we must erect these practical rules of our Christian Compass.

HEB. 12, 1, 2.—“Wherefore, seeing we also are compassed about with so great a cloud of witnesses, let us lay aside every weight, and the sin which doth so easily beset us, and let us run with patience the race that is set before us, looking unto Jesus the author and finisher of our faith; who, for the joy that was set before him, endured the cross, despising the shame, and is set down at the right hand of the throne of God.”

OUR MEMORY, is the box in which this compass must be kept, in which these rules must be treasured, that we may be as ready and expert in them as the mariner is in his sea compass.

A Remarkable Cook.

Mr. Editor:—The young man referred to in the extract below, from the *Boston Journal*, has been a board-

er at different times during several years in the Sailor's Home, No. 2 Dover street. I can endorse all that the writer says with regard to his character, and efforts to qualify himself for a shipmaster.

WM. P. POWELL.

“The ship *Puritan*, Capt. Knowles, now loading at this port for Melbourne, has a colored man on board in the capacity of cook, whose general character and acquisitions are so remarkable in a person of his race as to attract considerable notice from all who have become acquainted with his career. His name is William E. Newmais. He was born in Attleborough, Buck's County, Pennsylvania, and is 34 years old. His father was a pure African, who was held as a slave until 16 years of age, and his mother was an Indian woman. He bears in person and feature the strongly marked characteristics of the Ethiopian. In early life he was taken into a Quaker family, by whom he was placed at school during eight years of his boyhood, and subsequently learned the occupation of a farmer, and is thoroughly informed in its various branches. For the last ten years he has followed the sea as cook in vessels employed in the mercantile trade, and it is in this business that he has shown his peculiar character for sobriety, manly conduct, and a disposition to master the difficult problems of navigation. Sailing some years ago with a drunken shipmaster, whose first mate was laid up by sickness, and the second mate entirely ignorant of navigating a vessel, which for the time being was left much to her own course, the thought occurred to him whether or no he might not himself acquire the art, and from that day to the present he has not failed to gain by every opportunity a thorough knowledge of navigation. Alone and unaided from any quarter he pursued his work, getting information slowly but surely, until he finally accomplished the task, and he is now considered by Capt. Knowles and others as good a navigator as

sails out of Boston. If all the officers of the ship should from any cause be disabled from duty, he would be fully competent to take her into port. And all this has been wrought out in a cook's galley, without instruction except what can be gained from his books, charts and instruments. He can work out a lunar observation with his sextant with the utmost ease, and besides he is in other respects quite an intelligent man. During several voyages he has been in the habit of receiving as pupils in navigation three or four of the crew, and they have made considerable progress under his tuition.

Adjoining his galley on board ship is a small stateroom for his use, in which are placed his chests, &c., all of which is kept in the nicest order, while his cooking apparatus is neatness itself, suggesting methodical habits and cleanliness. He is quite an interesting person to visit, and takes pleasure in showing his ocean home to all who may call upon him. He has sailed with Capt. Knowles for the past eighteen months, but he hopes this will be his last voyage as cook, as his chief ambition is to become a master of a vessel, and for this purpose he practices economy in many matters in order to obtain a sufficient sum to enable him to purchase an interest in some craft of which he shall be the commander. His amiability, sobriety, and general good conduct has gained him friends among shipmasters, who look upon him with much favor and are disposed to promote his interest and aid him to win success upon that troubled sea to which he seems so strongly attached."

A Christian Sailor.

Two years ago a young Norwegian was brought to the Seamen's Retreat, S. I., for medical attention. A pious fellow-countryman, who was acting as his interpreter with the physician in charge, after he had drawn from him an account of his bodily ailments, asked him the simple ques-

tion, 'How is it with your soul?' The answer indicated that he had thus far lived in neglect of the great salvation. He had left at home a praying mother, who had sought to bring him up in the fear of God; but he had broken away from all the restraints of early education, and in the society of godless and wicked sailors, had given himself to folly and sin.

In one of the smallest wards of the Retreat, a few pious seamen were accustomed to gather for prayer, and here the young man was brought, through the earnest efforts of his Christian friends. He listened with interest and wonder to the prayers and exhortations of his fellow-countrymen. It was a new thing to hear such words from sailors. He came again and again, and was at length convicted of his own sinfulness, and led to Christ for pardon and peace. From this hour a marked change was indicated in his whole character. After his partial restoration to health he was appointed to a place as one of the watchmen and nurses of the hospital, and he employed all his time and energies in the work of doing good. When I entered the Retreat as its chaplain, I was at once struck with the earnestness and fervor of this young sailor, and, without any previous knowledge of him, felt that he was a man whose whole soul was fired with love for Christ and his work. He was always ready to say a word for Jesus, to lead in prayer, and often would strike up some favorite hymn, with a clear and ringing voice that was always musical and pleasant. In his work around the hospital he literally worked for souls. Frequently, as I have visited the wards, he met me with a brightening eye, and led me to some par-

ticular cot, saying, "Here is one who is beginning to think of his soul and to seek after Jesus." In this way he has been of particular service both to myself and to the excellent Scandinavian Missionary, pastor Helland, who makes weekly visits to the Retreat, to converse with his fellow-countrymen in their own language. Besides his work in the hospital, Andrew Nelson was in the habit of holding meetings with his fellow-countrymen in other places. He became especially interested in a small settlement of Danes in New Jersey, among whom the missionaries of the Swedish Bethel had been laboring for several months, and by whom a weekly prayer-meeting had been sustained. Here he went in his turn once a fortnight, reading to them the Word of God, and earnestly seeking to bring souls to Christ. The results of these Christian labors have been most happy. A deep interest has been exhibited among this little colony in the subject of religion, and many cases of awakening and conversion have occurred. A few Sabbaths ago, Andrew went thither on his accustomed errand, and held three meetings in the course of the afternoon. Returning homeward he became unusually heated and fatigued in hurrying to reach the train, and on his arrival at the Retreat, was prostrated with a fearful congestion of the lungs, which, in two days, resulted in his death. A short time before he expired, I visited him, and was pained to see how rapidly disease had done its work. He could speak only faintly and at intervals, but he could say enough to assure me that all was peace. I said to him: "I see the voyage is almost over, and you will soon come

to anchor in the harbor where there are no storms." "Yes," he said, "I am going home to be with Jesus. He is with me now. All my trust is in him." I repeated to him some of the precious promises of God to his people, to which he responded with evident heartiness, and then I knelt by his side and commended him to Jesus, whose rod and staff alone could comfort him.

As I turned away he bade me farewell with a smile, and shortly after was at rest. His death was felt by all in the hospital to be a loss which could not be easily repaired. Many a one could bear witness to his fidelity. There were none who did not respect him for his consistent walk and his earnest efforts to do good. On the afternoon of his burial, the chapel was filled with his mates and friends. None of his kindred were there, for he was far away from his native land. Yet all who were present, and who had known him in Christ, mourned him as a brother. Pastor Helland assisted me in the services, and with deep emotion, bore witness to the fidelity of our departed friend.

It was a touching sight to see that crowd of invalids and cripples following the body to the grave. The sun lay warm upon the hills, and the soft air sighed its requiem through the trees. Amid those long rows of mounds marked only by a simple number, we laid him down to rest. We laid him by the side of one whom we had but lately buried, and in whose spiritual welfare he had taken a deep interest. It seems but yesterday since he met me in the hospital and took me to the cot of that sick man, and said: "Here is one who, I trust, has found

peace in Christ." And now they have met beyond the river in the better land, and their bodies are sleeping here until the general resurrection at the coming of our Lord and Saviour.

I have given this simple history as one among many examples of the results of the work among seamen, and for the purpose of drawing the attention of Christians to this too long neglected class of men. The Society that cares for them is engaged in a most blessed and hopeful work.

Every conversion among them is the enlistment of a new missionary for Christ, who will bear with him the light of the Gospel and a dauntless courage in maintaining the cause of his Master. And every thing indicates, both in the providence and in the word of God, that in the great movements of the Church for the conversion of the world, no unimportant part will be performed by Christian sailors.

J. E. R.

Edgewater, Staten Island.

CORRESPONDENCE, REPORTS, &c.

Marseilles, France.

REPORT OF T. R. SMITHSON, SCRIP-
TURE READER.

REV. DR. HALL:—

Dear Sir,—During the six months since I was appointed the Seamen's Missionary at *Marseilles*, I have endeavored to the best of my ability to carry the word of eternal life to my own countrymen among a people of a strange tongue, in a strange land. Sometimes, indeed, I have felt unequal to the work when many ships have entered the port, and the sick and dying in the hospitals have required my immediate and regular attention. It is hard to forego these opportunities of usefulness, although occasionally I have felt and recognized the prudence of not attempting too much.

For the field of labor assigned me by the good providence of God, I feel justly thankful, as I conceive no one has a more extended or important field, whether at home or abroad.

There is a glorious work to be done at *Marseilles*,—a great centre of maritime commerce, visited annually by above 9,000 *American and*

British Seamen—a work which, left undone, would reflect dishonor on the Christian name.

Our seamen here, as elsewhere, undergo unspeakable privations and hardships, in order to bring home the produce of other lands. They navigate the seas to swell our national wealth, and alas too many of them for weary months linger on a foreign strand, subject to the miseries of shipwreck, or are incarcerated in gaols and workhouses, and what is even more lamentable, they are conversant with the worst vices that so signally distinguish continental Europe. They live not to return to their distant homes in their dear and native land, but abroad die victims to toil, pain and suffering. The question then naturally suggests itself: What can we do to ameliorate the moral condition of our seamen, to elevate in the social scale one of the most useful race of men, to bring the wanderers back to the bosom of their father and their God?

I am unspeakably glad to say there is a useful and interesting work being done at *Marseilles*. None can

overestimate the valuable institution known as the "Sailors' Club and Reading Room," which I understand was established by the late Chaplain the Rev. J. B. Hawkins. It is well supplied with periodicals, papers and books of all kinds, and is admirably conducted. It is something highly pleasing to observe with what ready cheerfulness the men abandon their books when the hour for divine service has arrived. The Sunday evening services, conducted by our esteemed Chaplain, the Rev. H. A. Gibson, are a source of great spiritual good to the seamen. Mr. Gibson's discourses are characterized by an admirable simplicity, a deep stirring earnestness, are decidedly practical, eminently and precisely adapted to win the soul to Christ. It is gladdening to our hearts to hear those hardy sons of toil join so thoroughly in the service. Not unfrequently while Mr. Gibson has been earnestly holding up the cross of Jesus, have we seen many a brave and gallant tar, who has remained unmoved amid heaving tempestuous seas, now while listening to the simple story of dying love, melted to penitence and tears; a proof that the blessed Gospel has not lost its power to save.

In visiting from ship to ship I meet with many cases of interest and encouragement, some who are endeavoring to lead godly and pious lives, and others who are anxious to be directed to the Friend of Sinners. My visits are always welcome and apparently appreciated: often the captains very warmly shake my hand, and bid me a hearty welcome.

There are two hospitals here, the "Hôpital de la Conception," and the "Hôtel-Dieu," with wards devoted

to Protestants, to which I have ready and uninterrupted access at all times. It is truly affecting to see our dear seamen confined in their beds of sickness and suffering, prostrate and feeble on a foreign shore. No one to whisper in their ears words of hope and comfort, save the Missionary of Christ, irrespective of whom, many a seaman would die uncared for, and his death remain unknown to weeping ones at home.

Besides regularly visiting the Prison and Sailors' Home, I conduct meetings during the week at the Reading Room. The attendance is considerable, the attention and interest marked. These meetings are of a simple character, free from all ceremony, yet effective in their influence, and evidently calculated to benefit our seamen in the highest sense—to bring them to Christ.

Marseilles affords a great and glorious field for the zealous and diligent servant of the Lord Jesus.

Richmond, Va.

Rev. H. LOOMIS, D. D.,

Sec. Am. Sea. Fr'd. Soc. N. Y.

DEAR SIR,—The undersigned, on behalf of the Board of Managers of the Richmond Seamen's Friend Society, begs leave to submit a report of their recent operations here. Our Chaplain, Rev. F. J. Boggs, manifests an unabated interest in the work assigned him, and reports that he has access to all the vessels in port, has been well received by the seamen, and has distributed to them "The Seamen's Friend," "American Messenger," &c. These publications are gratefully received. The attendance at the Bethel on public worship has been small lately, ow-

ing to the dullness in the shipping trade, but the Chaplain's labors have been more than usually successful amongst these people living along the dock, and he refers especially to the case of a man in that vicinity who, until recently, has been one of the most wicked and profane persons he ever encountered, but who has now changed his manner of life, and has been an instrumentality for introducing our Chaplain to the confidence of his former associates, by which it is hoped much good may be effected. Many of this class are now punctual in their attendance at the Bethel. We have been forcibly reminded of our destitute condition recently by receiving a formal demand for the payment of arrearages due on the purchase of the lot of ground on which our Bethel stands. Being without means we were compelled to appeal to the liberality of the claimant and ask a reduction in the amount of his claim as well as further indulgence in time for payment. We are happy to state that we were successful in making a satisfactory arrangement in these particulars, but it still devolves upon us to make extraordinary efforts in order to comply with our new engagement with our vendor.

We are hopeful however that a good Providence will yet further provide for our welfare, so that our Society may continue to benefit the sailor and his companions. A committee of our Board has in charge this important matter, and they will use every endeavor to liquidate our indebtedness, and put the Bethel beyond all threatened disaster from that source.

Respectfully submitted,

WILLIAM WILLIS, *Sec'y.*

Charleston, S. C.

Chaplain Yates writes as follows :

"For the last thirty-five years I have been the Chaplain to seamen in the port of Charleston, S. C., and have been instrumental in having passed by our State Legislature many laws, the object of which was to protect the sailor from the *tender mercies* of his pretended friend, the landlord; but it appears that even these laws have failed to reach those who prey upon the poor sailor. For at this time there seems to be no checking these unprincipled men. I can see no remedy until the Government will appoint a shipping master under heavy penalties, and every sailor made by law to ship through this office. Secondly, do away with the month's advance, and in place of it, let every vessel carry a slop-chest—giving to each sailor when he ships, a memorandum book with the prices of each article. The sailor in want of clothes can then obtain them of these chests, at far less cost than he can from slop shops on shore through his landlord. I suggest the above plan, hoping some influential ship owner may try the slop-chest system on board their vessels. If something is not done soon the landsharks will completely control the merchant marine of our country."

New York.—Work among the Scandinavian Seamen.

REV. O. HELLAND'S REPORT FOR THE QUARTER ENDING SEPTEMBER 1ST.

Through the mercy of God, I have been permitted to attend to the work of the Lord among my countrymen, during the past summer. My field of labor is very much extended, as you know. Sometimes I preach in

the Bethel Ship in New York, then, in South Brooklyn, and also in the Scandinavian Chapel, located in Pacific Street, near Flatbush Avenue, Brooklyn. At all these places we have had good meetings, and souls have been brought to Christ. I have also conversed and prayed with many Scandinavian Sailors, and others in private, and at times under most interesting circumstances. An unusually large number of Scandinavian emigrants have come to this country this season. Hundreds of them have attended both our Sabbath and week day evening services, and a large number of them have requested prayer, and some have professed hope in Christ before leaving the city. The impression thus made on hundreds, upon arriving in this country must, with the blessing of God, result in much good. I made a visit in the early summer on a Swedish war vessel, and in company with Pastor Hedstrom presented the officers and men with Bibles and Testaments in behalf of the New York Bible Society, giving them also books and tracts in behalf of the American Tract Society. We have seldom been so well received. The officers manifested a grateful interest in having their ships, supplied with so much religious reading, and made many inquiries about America.

At a preaching service on a Norwegian ship, besides a large number of seamen, several mates and six or seven captains were present. I have continued to visit the Seamen's Retreat, and have met there with many of my countrymen. Besides going from bed to bed and conversing with the sick on the subject of religion, I have often had those who were able, gather in a room where I have preach-

ed the Gospel to them in their own language. Many have requested prayers at these meetings, and not a few have professed hope in Christ before leaving the hospital. Much of the good done is due to the labors of some Christian sailors in the Institution, and especially to a Norwegian, whom the Lord has lately taken home. I have also made many visits to Scandinavian families in New York and Brooklyn. At the late Sing Sing Camp Meeting where the Scandinavians had eight tents for their accommodations, the first conversion was that of a Swedish sailor who went up with us. The above report will give some idea of my work.

OLA HELLAND,
Missionary.

New York, September 15, 1869

Boston.

Captain Barlett finds much encouragement in his work among seamen. Last week he sent a library to sea in charge of a Dane who was converted a few days before at the Sailor's Home in Boston. His mind was first impressed in a storm at sea, and he now goes forth, perhaps as the only Christian man on that vessel. A library was also sent out in charge of a Chinese sailor on the Bark Antioch, which sailed from Boston, September 1st. A sailor who was converted six years ago, spoke in the meeting at the Mariner's Church, Salem Street, a few evenings since, testifying that the flame of Christian love then kindled is still aglow.

A Young Heroine.

"At Smithville, N. C., on the 13th of July last, the daughter of Captain Hunter, of the steamer Fairbanks, while playing on the dock, was struck

by a plank and knocked overboard. Miss Kate Stewart being on the dock at the time, plunged in, and being a capital swimmer, caught the girl as she came up a second time. Miss Stuart struck out for the shore, and though the child was heavy, being twelve years of age, succeeded in landing safely."

The old sailor who sends us the above, says Miss Stuart was born in Smithville, in 1847, and that in the fall of 1864, she also saved a little colored girl from drowning, so that the rescue of Captain Hunter's daughter (residing at 22 Mead St., Philadelphia), is the second instance of praiseworthy heroism on her part.

Miss Stuart's only brother is a pilot in the Cape Fear River; a brother-in-law, Capt. R. F. Foley, commands the steamer plying between Baltimore and Savannah. Her father was a seaman, and all her male relations have successively followed the sea.

Her personal bravery deserves commendation.

Notice to Correspondents.

We take occasion again to ask those who are in the habit of sending us communications, of any kind, for the MAGAZINE, that they write but upon one side of their paper. Much manuscript that comes to us (including articles that we would be glad to print, and even interesting letters from chaplains and missionaries) is useless, because this rule is not heeded. We cannot take time to re-write such manuscript, and so what, if it were properly shaped, would go to the printer, finds its way to the wastebasket. *Please write but on one side of your paper; please also write short.*

Sailors' Home, 190 Cherry St.

Mr. Alexander reports one hundred and eleven arrivals during the

month of August. These deposited with him \$9,953, of which \$4,600 were sent to relatives, and \$2,600 placed in the Savings Bank. *Forty-one went to sea from the Home during the month without advance.*

Total Disasters Reported in August.

The number of vessels belonging to, or bound to and from ports in the United States, reported totally lost and missing during the past month, is 14, of which 10 were wrecked, 1 abandoned, 2 foundered, and 1 sunk. They are classed as follows: 3 steamers, 1 ship, 3 barks, 4 brigs, and 3 schooners.

Below is the list, giving names, destinations, &c. Those indicated by a *w* were wrecked, *a* abandoned, *f* foundered, and *s* sunk.

STEAMERS.

Fung Shuey, *w*, from Hong Kong for Amoy.
Germania, *w*, from New York for Hamburg.
Jas. T. Brady, *s*, from Montevideo for Ascension.

SHIP.

Grassendale, *f*, from Sunderland for San Francisco.

BARKS.

Alphonsine, *w*, from Marseilles for S. Francisco
Wash Btch'r, *w*, from New York for Mobile.
Odd Fellow, *w*, from Cumberland, H. for New London.

BRIGS.

Flygars'n & Sn, *w*, from New York for Buenos Ayres.
Hannah Liz'e, *w*, from Liverpool for Galveston.
Henry Tro'bge, *w*, from Boston for St. George, N. B.
Julius, *a*, from St. Mary's, Ga, for Montevideo.

SCHOONERS.

Albion, *w*, from Elizabethport for Plymouth.
W. G. Auden'rd, *w*, from Jacksonville for N. Y.
Sarah B. Strong, *f*, from Charleston for Delaware City.

Receipts for August, 1869.

MAINE.

Hallowell, Mrs. Julia A. Stanley..... \$1 00

NEW HAMPSHIRE.

Hanover, Center ch,..... 3 00
Pembroke, Rev. I. Willey..... 1 00

VERMONT.

Bennington, 2d Cong. ch, S. S. for lib'y 15 00
Brattleboro, Central S. S. 10 00
Burlington, 3d Cong. ch, 18 10
1st. Cong. ch, 71 00
Bapt. ch, 39 00
Castleton, Cong. ch, of which to const.
Rev. Francis Lewis, L. M. \$30. 33 77
Cong. ch, S. S. for library 15 00
Meth. Epis. ch, 1 65
Georgia, Cong. ch, 4 60
Middlebury, Cong. ch, of which to const.
Rev. Geo. N. Webber, L. M., \$30. 36 59
Montpelier, Dea. Brooks 1 00
Orwell, Cong. ch of which to const. Dea.
Lewis S. Hemenway, L. M., \$30. 32 00
Shipman's Point..... 3 00
Waterbury, Cong. ch, 23 76
Meth. Epis. ch, 8 83

MASSACHUSETTS.

Beverly, Dane st. ch, of which to const.	
Capt. Chas. H. Odell, L. M., \$30	32 40
Boston, M. Valandingham	4 00
Braintree, 1st Cong. ch	28 05
Charlestown, Winthrop ch	87 00
Fall River, Central ch	1 67 87
Framingham, 1st Cong. ch	60 00
Jamaica Plains, Cong. ch	96 00
Lenox, Cong. ch, S. S. for lib'y	25 27
Salem, Tabernacle ch	33 88
Sherborn, Cong. ch	43 41
West Chesterfield, Richard Clark	5 00
Winchenden	24 50
Worcester, Central ch	47 84

CONNECTICUT.

Abington, Cong. ch	7 00
Branford, Cong. ch, in part const. Rev.	
E. C. Baldwin, L. M.	25 00
Canterbury, Cong. ch, for library	15 00
Colchester, Mrs. H. F. Newton, const.	
George W. Arms, of Philadelphia, Pa., L. M.	31 00
Farmington, Cong. ch, of wh. Henry D. Hawley, const. Henry W. Barton, L. M., \$30	56 58
Goshen, Cong. ch, const. Rev. W. T. Doubleday L. M., \$30, and Miss Fannie C. D., \$15 for library	45 00
Haddam, 1st Cong. ch, S. S. for lib's	37 85
Hartford, 4th Cong. ch	66 11
Higganum, Cong. ch	17 50
Long Ridge, Mrs. Sarah B. Scofield	1 00
Naugatuck, Jos. White	25 00
New Britain, South Cong. ch, of which to const. Wm. H. Hart, L. M., \$30	34 71
North Greenwich, Cong. ch	15 79
Salisbury, 1st Cong. ch, of wh. to const. Rev. Adam Reid, D. D., L. M., \$30	74 30
Stratford, Gen. G. Loomis, U. S. A.	2 00
1st Cong. ch, of wh. const. Dea. Chas. E. Wells, and Mr. Benedict Peck, L. Ms., \$60	63 00
Suffield, 1st Cong. ch, of wh \$30, const. Rev. Walter Benton, L. M.	37 36
1st Cong. ch, S. S. for library	15 00
2d Bapt. ch, of which const. Dea L. M. Reid, L. M., \$30, and Mr. and Mrs. M. J. Sheldon, \$30 for lib's	61 51
2d Bapt. ch, S. S. for lib'y	15 00

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Amsterdam, Pres. ch	35 00
Binghamton, Bapt. ch	12 58
Individuals	15 00
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Claverack, Village S. S. Ref. ch, for lib'y	16 50
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Pres. ch	13 81
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Epis. ch	4 00
Coxsackie, Rev. M. Lusk	3 00
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Elmira, 2d Pres. ch	45 62
Fulton, Bapt. ch, in part for Lib'y	5 50
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Meth. Epis. ch, Magnolia Chapel	5 40
Holley, Simon Harwood	1 00
Horseheads, Pres. ch	11 00
M. E. ch	3 72
Livonia, Pres. ch, of which Mrs. Mary Herrick, to const. herself L. M., \$30	57 50
Meth. Epis. ch	3 12
Mecklenburg, Pres. ch	13 22
Meth. Epis. ch	7 16
Morrisville, Pres. ch	9 00
Bapt. ch	3 20

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" Freeman, schr. <i>Hattie E. Dodge</i>	5 00
J. W. K.	3 00
Capt. L. S. Pike, bark <i>Thos. Dallet</i>	3 00
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" M. Cochran, br. <i>Delmont Locke</i>	3 00
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Meth. Epis. ch	4 76
Bapt. ch	19 30
" S. S.	3 25
Rev. Mr. Crane	50
Rochester Cong. ch	34 47
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Seneca Falls, Pres. ch	23 34
Skaneateles, Pres. ch	24 42
Meth. Epis. ch	7 00
Individuals	8 00
Spencerport, Cong. ch, S. S. for lib'y	15 00
Meth. Epis. ch	6 68
Syracuse, 1st Pres. ch, of which H. C. Hooker, M. W. Van Buren, and Mrs. Mary L. Wicks, each \$15 for lib'y	101 52
1st Pres. ch, S. S. for library	15 00
Wesleyan Meth. ch	10 70
Meth. Epis. ch, Dempster Chapel	3 91
1st Evangelical Association	4 20
2d "	4 62
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Norwood, Pres. ch, S. S. for lib'y	15 00
Orange, 1st Pres. ch, S. S. for lib'y	30 00
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PENNSYLVANIA.

Athens, Ref. ch	4 92
Bloomsburg, Rev. John Thomas, const. himself L. M.	30 00
Philadelphia, 3d Pres. ch	18 17
A. J. Baton	15 00
Mrs. Peter B. Simons	15 00

\$3,423 63



October.] Published by the American Seamen's Friend Society. [1869.

Library Reports.

During the month of August, forty-seven libraries were sent to sea from the Society's Rooms, (80 Wall street,) fifteen new, and thirty-two refitted. The following are reported, viz:

No. 282.—Has been two voyages to Europe; refitted and gone to Boston on schooner *Princess*.

No. 777.—After several voyages South, has gone to Matanzas on brig *J. Richard*.

No. 892.—Refitted and gone to Savannah on schooner *Minnie*.

No. 1,032.—Books were read with interest; gone to Europe on brig *Adris*.

No. 1,319.—Returned in good order; gone to Nassau on brig *Alpha*.

No. 1,471.—Books were read by two crews, who express their thanks for the use of the library. Gone to Europe on bark *Wavelet*.

No. 1,526.—Has been several voyages; books much read; gone to Bahai on brig *Horatio*.

No. 1,533.—Returned after several voyages; gone to Greytown on brig *Memphis*.

No. 1,559.—Books read with profit; gone to Rosario on bark *Sandy Hook*.

No. 1,698.—Returned from its third voyage to South America; books were useful; gone to Havre on bark *Lavinia*.

No. 1,718.—Refitted and gone to West Indies on brig *Delmont Locke*.

No. 1,823.—Has been several voyages; books read with interest; gone to West Indies on bark *T. R. Patillo*.

No. 1,834.—Returned from two voyages to the South, and Europe; books much read; gone to Kingston on brig *Charlotte*.

No. 1,997.—Has been several voyages to the West Indies; books read with profit; gone to sea on brig *M. E. Thompson*.

No. 2,161.—Returned from several voyages to Europe; gone to Buenos Ayres on bark *L. Abbot*.

No. 2,184.—Has been a number of voyages to West Indies; gone to Carthagena on schooner *H. Leblanc*.

No. 2,284.—Returned from U. S. S. *Shawmut*; been to various ports in South America and Africa; books read with interest. Gone to Para on schooner *F. Howard*.

No. 2,351.—Refitted and gone to Mobile and Europe on bark *Fannie*.

No. 2,417.—Has been a voyage to the Pacific; books read with interest and profit; gone to several ports in Europe on brig *Martha*.

No. 2,435.—Returned from several voyages; books much read; gone to Havre on bark *Village Queen*.

No. 2,471.—Been to San Francisco and Europe; now gone to West Indies on brig *Lizzie Troop*.

No. 2,485.—Been a number of voyages to the West Indies; books read

with interest; gone to Dunkirk on bark *Lakemba*.

No. 2,517.—Been a voyage to San Francisco and East Indies; much read; gone to Buenos Ayres on bark *Flora*.

No. 2,540.—Returned from a voyage to the Pacific; gone to France on bark *Cyrene*.

No. 2,576.—Been several voyages to South America; books read with profit; all feel thankful. Gone to Havre on bark *Bessie North*.

No. 2,667.—Returned from a voyage to the South Pacific; books read with interest; gone to Porto Cabello on brig *Jenny*.

No. 2,680.—Refitted and gone to Nassau on schooner *Agnus*.

No. 2,946.—Has been two voyages to South America; books all read with interest; gone to Mobile on bark *W. E. Anderson*.

No. 2,977.—Returned after several voyages to South America; books read and appreciated; gone to Rio de Janeiro.

No. 3,012.—Returned in good order, refitted and gone to Charleston on brig *Georgie*.

No. 2,206.

Gentlemen,—"The loan library No. 2,206, entrusted to my care has been on board the ship *Graham's Polly*, over two years. The books have been read through several times, and have been of great benefit to myself, officers and men on the several voyages across the Atlantic. It would do the friends of the cause good to see the interest seamen take in reading those good books. We all wish to return our hearty thanks to the donors of the library and may the Lord bless the Society in the conversion of many precious souls through these labors of love. I have taken the liberty to send my library to Captain Gistfell, of the ship *Jenny Eastman*, of Bath, Maine, he having none on board. His ship being bound on a voyage from New Port, Wales, to Japan, he was very glad to get it, and promised to take the best of care of it, and render you an account." Respectfully yours,

CHAS. BURGESS.

No. 2,667.—Been a voyage to the Pacific on ship *Gentoo*, "books read with interest," returned here. Now at sea on brig *Jenny* for Porto Cabello, Spain.

No. 3,027.—"I received your valuable library on board the bark *John* when leaving New York, in May last, and even on this short voyage I am most sure that all the books have been read by officers and crew. I deem it a rare opportunity for seamen to be favored with one of your libraries. This I know has been perused with great pleasure. Thanking you &c., I am, yours, &c."

FRANCIS D. CROWELL.

No. 2,566.—"I feel very much obliged to the Society for the use of this library. My crew have read the books with much interest and profit, I am sure it has been the means of keeping them from many evils."

May God bless the American Seamen's Friend Society, and the Sabbath-school children who are doing so much for the sailor."

SAMUEL BARTLETT, Jr.,

Master bark *Templar*.

No. 2,618.—Returned, refitted and gone to sea in the care of a converted Chinaman on bark *Antioch* for Chincha Islands.

No. 2,075.—Returned from its third voyage; books all read; refitted and gone to West Indies and Gibraltar on bark *Daniel Webster*.

No. 2,823.—Returned, much read; refitted and gone to West Indies.

No. 3,015.—Returned, refitted and sent to Portsmouth Navy Yard.

No. 2,090.—"Read and re-read with much interest." Returned in good condition; gone to Philadelphia.

No. 2,625.—Returned, books much read; Has done much good. Gone to Philadelphia.

No. 2,678.—"Has been very useful." Gone to sea on the ship *William Ross, Jr.*

No. 1,443.—"I have had seven different crews since I took the library numbering about sixty readers. The books have done much good, I thank the Society for the use of them."

C. H. HALL, Master brig *Hose*.

No. 2,240.—“Has been read by all on board, with great interest, and cannot fail to make a deep impression upon the minds of the men. The tracts are very interesting, and the Black Valley Railroad is a beautiful thing for vessels, and I have no doubt will do much good.”

J. FALKENBURG.

Gone to Alexandria on schooner
Elma M. Wright.

No. 2,082.—Returned with good account; refitted and gone to Bombay on ship *Timon*, 25 men.

No. 2,744.—“Your library has made two voyages to the West Indies, and has been a source of great pleasure and profit. *My first mate upon the last voyage found the Saviour.* No swearing is heard on board my vessel, and I trust that three or four of my men are on the way to Zion. God bless your efforts for the conversion of the sons of the ocean.”

CHAS. FRANKLIN,

Capt. schooner H. T. Hedges.

FROM CAPTAIN ADAMS

No. 2,726.—“Nothing occurred on the outward passage worthy of report. The crew which shipped at San Francisco manifested a very encouraging spirit. Although the attendance on our religious service was not compulsory it is rarely that any one has been absent, and a glance into the fore-castle in the forenoon would usually show every one of the watch below with the Bible in his hand. It is no exaggeration to say that all hands have been seemingly improved, and although we have had an exceedingly prolonged and trying voyage, there has been a remarkable harmony throughout the ship, and good discipline has been preserved without a blow or an oath. *Three profess to have become Christians.* Just before arriving I delivered a temperance address to all hands. Twelve signed the pledge, and the rest said they are resolved not to drink, and all declared in favor of going to the Sailors' Home as I advised.”

ROBERT C. ADAMS,
Capt. ship California.

Watchwords of Life.

Hope,
While there's a hand to strike!
Dare,
While there's a young heart brave!
Toil,
While there's a task unwrought!
Trust,
While there's a God to save!
Learn,
That there's a work for each!
Feel,
That there is strength in God!
Know,
That there's a crown reserved!
Wait,
Though' neath the cloud and rod!
Love,
When there's a foe that wrongs!
Help,
When there's a brother's need!
Watch,
When there's a tempter near!
Pray,
Both in thy word and deed!

Asking A Blessing.

It is related that on a certain occasion an English ship of war touched at one of the ports of the Sandwich Islands, and that the captain gave a dinner to the royal family of the islands, and several chiefs. The table was spread upon the quarter-deck, and loaded with viands and delicacies of all kinds. After the company were seated around it, and the covers were removed, and everything appeared ready for operations to commence, the islanders seemed to be in no haste to begin, but looked as though something else was expected. The captain thought that the trouble was with the food, and that it was not what they liked, or that it had been prepared in a manner to which they were not accustomed, and accordingly commenced apologizing for it. He had, however, a pious waiter, who stood behind his chair, and who was quick to discover where the obstacle was; and who, whispering to the captain, said,—“These persons are waiting for a blessing to be asked.” “Ask it, then,” said the captain. The waiter did so—reverently and gratefully imploring the

Divine benediction. No sooner was this done, than Queen Pomare, her family, and the chiefs, soon showed, by the manner they attacked the provisions, that it was not because the dinner did not suit them, or that they had no appetites, that they had previously refrained from eating, but because no one had "said grace." The Sandwich Islanders have been heathens, some call them heathens now; but are they so much as those in this Christian land, who have no family altars, and never invoke the benisons of Heaven upon their food?

The Value of A Minute.

A small vessel was nearing the steep holmes in the Bristol Channel. The captain stood on the deck, his watch in his hand, his eye fixed on it.

A terrible tempest had driven them onward, and the vessel was a scene of devastation. No one dared to ask, "Is there hope?" Silent consternation filled every heart, and made every face pale. The wind and tide drove the shattered bark fiercely forward. Every moment they were hurried nearer to the sullen rock which knew no mercy, on which many ill-fated vessels had foundered, all the crew perishing.

Still the captain stood motionless, speechless, his watch in his hand. "We are lost!" was the conviction of many around him.

Suddenly his eye glanced across the sea; he stood erect; another moment, and he cried, "Thank God, we are saved! the tide has turned: in one minute more we should have been on the rocks!" He returned his chronometer, by which he had thus measured the race between time and tide, to his pocket; and if they never felt it before, assuredly both he and his crew were on that day powerfully taught the value of a minute.

A Beautiful Envelope.

A young girl who had attended a mission school, and received spiritual as well as mental benefit, one evening at the close of school, put into the minister's hand, much to his surprise, a note containing a gold coin. Her entire wages were less than

\$1 a week. She offered this as a thanksgiving tribute to God for the blessings she had received from the school, very modestly remarking that it was not much. "But, sir," said she, "I have wrapped it up with an earnest prayer and many tears."

Here is, indeed, a most rare and beautiful envelope. Would that our offerings as we lay them before God's altar, were more generally enclosed in such golden envelopes. "An earnest prayer and many tears."

Hiding the Faults of Others.

A Painter was once engaged upon a likeness of Alexander the Great. In the course of his battles, Alexander had received an ugly scar on the side of his face. The artist was desirous of giving a correct likeness of the monarch, and at the same time desirous of hiding the scar. It was a difficult task to accomplish. At length he hit upon a happy expedient. He painted him in a reflective attitude, his hand placed against his head while his finger covered the scar.

The best men are not without their failings, their scars, but do not dwell upon them. In speaking of them to others, adopt the painters expedient, and let the finger of love be placed on the scar.

Blessing the Pennies.

A little girl six years old, who was very desirous of putting her pennies into the missionary-box with others, when saying her evening prayer at her father's knee, hesitated a moment, and then added, 'Lord bless my two pennies for Jesus' sake. Amen.' After the child had gone to bed, her father asked his wife, 'What made Gracie say that?' 'She has prayed thus every night since giving her pennies to the missionary-box,' was the mother's reply.

May we not learn a lesson from this child?—*The Well-Spring.*

American Seamen's Friend Society.

HARMON LOOMIS, D. D., } Cor. Sec's.
S. H. HALL, D. D. }

MR. L. P. HUBBARD, Financial Agent.

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A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

FORM OF A BEQUEST.

I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society.

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall-st., New York and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman-street.

SAVINGS BANK FOR SEAMEN.

All respectable Savings Banks are open to deposits from Seamen, which will be kept safely, and secure regular instalments of interest. Seamen's Savings Banks as such are established in New York, 78 Wall-street, and Boston, Tremont-street, open daily between 10 and 3 o'clock.

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LOCATION.	ESTABLISHED BY	KEEPERS.
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" 2 Dover street, (colored).....	" " " " " " " "	W. P. Powell.
Boston, 99 Purchase street.....	Boston " " " " " " " "	Capt. P. G. Atwood.
PHILADELPHIA, 422 South Front street.....	Penn. " " " " " " " "	Capt. J. T. Robinson.
CHARLESTON S. C.....	Charleston Port Society.....	Capt. Jno. McCormick.
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" cor. Water and Dover sts.....	Mission " " " " " " " "	" " " " " " " "
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" foot of Pike street, E. R.....	Episcopal Miss. Society.....	R. W. Lewis.
" foot of Hubert street, N. R.....	" " " " " " " "	H. F. Roberts.
" Open air Service, Coenties Slip.....	" " " " " " " "	Robt. J. Walker.
" Swedish & English, pier 11, N. R.....	Methodist.....	O. G. Hedstrom.
" Oliver, cor. Henry st.....	Baptist.....	J. L. Hodges, D. D.
" cor. Henry and Market sts.....	Sea and Land, Presbyterian.....	" " " " " " " "
BROOKLYN, 8 President street.....	Am. Sea. Friend Society....	B. O. Bates.
BUFFALO.....	" " " " " " " "	O. Helland.
ALBANY, Montgomery street.....	Methodist.....	H. Peck.
Boston, cor. Salem & N. Bennet streets....	Boston Sea. Friend Society....	John Miles.
" North Square.....	Boston Port Society.....	J. M. H. Dow.
" cor. Commercial & Lewis sts.....	Baptist Bethel Society.....	E. T. Taylor.
" Richmond street.....	Episcopal.....	Geo. S. Noyes.
PORTLAND, Mr. Fore st, near new Custom House	Portland Sea. Friend Society.	J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden street. .	Providence Sea. Friend Soc'y.	F. Southworth.
NEW BEDFORD.....	New Bedford Port Society....	C. M. Winchester.
PHILADELPHIA, corner of Front & Union.....	Presbyterian.....	J. D. Butler.
" cor. Shippen & Penn sts.....	Methodist.....	H. F. Lee.
" Catharine street.....	Episcopal.....	G. W. McLaughlin.
" Church st, above Navy Yard.....	Baptist.....	W. B. Erben.
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American Seamen's Friend Society.

Organized, May, 1828.—Incorporated April, 1833.

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